



Aviation Education Going Strong

Challenge education with aviation presented by the Department of Transportation Aeronautics Division is helping the next generation of young men and women consider a future in aviation by supporting aviation teacher workshops and fostering youth with hands on aviation activities for students. The University of Montana and the Office of Public Instruction are also supporters of this program.

Major Kaye Ebelt, a science teacher from Missoula and Dr. Don Morton, a professor from the University of Montana; the lead instructors captivated twenty-two teachers by using many applications of air power.

The professional line-up of aviation guest instructors included, Dr. Bill Gallea, presenting a hands on approach to aviation wilderness medicine, Erin Maxwell, of the Peak program, presented "pin the part on the airplane" an education tool for aerodynamics, Harold Dramstad, a pilot from Helena, used model planes to demonstrate thrust, Ted Schye of the Aeronautics' Board, gave orientation flights to the teachers and helped with the student stations, Jeanne MacPherson gave a performance of early aviation history and provided teacher orientation flights and Len Wheeler of the Helena FAA, was the flight simulator instructor. This years speakers all belong in the hall of fame, thank you for your contributions to aviation education.



Basic Aerodynamics Aircraft in Motion by Dr. Don Morton



Left, Kaye Ebelt covering "The Golden Age of Aviation - 1919-1939". At right, Pamela Nell a science teacher from Red Lodge designing her Bleriot aircraft. Photos courtesy of Doris Van Hoven.



Administrator's Column

Condolences: On behalf of the MDT Aeronautics Division I offer sincere condolences to the Cotton and Kemmet families. Carl Cotton and Kyle Kemmet lost their lives on March 18 while on a flight from Helena to Butte. The aircraft was located about seven nautical miles southwest of the Bert Mooney Airport. Carl and Kyle were flying a Beech C99 for Ameriflight, Inc. Many thanks to those involved in the search including Charles Fligel, District Coordinator; Dave Gates and Alan Eliason, volunteer pilots; Matt Call and Mike Wallace, Silver State Helicopters; Rick Griffith, Bert Mooney Airport Manager; Dr. Gene Hughes, Butte Aviation; the Silver Bow and Jefferson county sheriffs offices, Brad Belke and members of the 15-90 ground search and rescue team and Chad McFadden and members of the Elkhorn ground search and rescue team. Our thoughts and prayers are with the families.

National Association of State Aviation Officials (NASAO): I recently returned from the NASAO Legislative Conference held each year in Washington DC. NASAO is one of the most senior aviation organizations in the United States, predating even the Federal Aviation Administration's predecessor, the Civil Aeronautics Authority. The states first established NASAO to ensure uniformity of safety measures, to standardize airport regulations and develop a truly national air transportation system responsive to local, state, and regional needs. Since 1931, NASAO has been unique among aviation advocates. Unlike special interest groups, which speak for a single type of aeronautical activity or a narrow band of the rich spectrum of the American aviation community, NASAO represents the men and women, in state government aviation agencies, who serve the public interest in all 50 states, Guam and Puerto Rico. This annual conference is very informative and as we approach the expiration of the FAA and AIP funding programs in September 2007, it is important that work begins now to preserve and secure our national aviation infrastructure.

Aviation Subcommittee Hearing: While in DC, I attended the Senate Commerce, Science and Transportation Committee Subcommittee on Aviation Hearing for the FY 2007 FAA Budget and the Long -Term Viability of the Airport and Airway Trust Fund. Senators lambasted the Bush administration for requesting cuts in FAA airport improvement and rural air service funding for next year, while administration officials are finishing a plan to send to Congress this spring to improve the financial footing of the federal aviation sector. Senate Commerce Aviation Subcommittee Chairman Conrad Burns opened the hearing reporting that the FAA Budget request for fiscal year 2007 is \$13.7 billion, which is \$562 million less than the fiscal year 2006 enacted funding level. "This represents a serious cut to all portions of the FAA budget except the operations account. I don't think I am alone when I say this Subcommittee is very concerned about some of the programmatic cuts proposed in this budget," said Burns. He continued, "Of special concern are the massive cuts to the Airport Improvement Program. I find it very short sighted to cut rural airport funding at a time when aviation is seeing a record numbers of passengers and projected traffic numbers. To compound that, the AIP proposal is nearly \$1 billion dollars below the level this Committee authorized for the program. This Committee has consistently tried to provide infrastructure funding only to see it carved up in the budget proposal. This budget leaves me concerned that in the current budgetary environment the FAA will not have the funds necessary to plan for the next generation air traffic management system. Modernizing the new system is going to take innovation, spending control, and planning. I am afraid we are not moving quickly enough or properly funding our aviation system. Modernizing our system will be a primary goal of the next FAA reauthorization bill. Modernization means we will need to take a serious look at the future of the Aviation Trust Fund. Currently, Trust Fund revenues are increasing but will they be enough to sustain and modernize for future growth. I think that's the question the FAA will soon have to answer. Is

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Montana and the Sky

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Calendar

April 28-30 – Civil Air Patrol State Conference, Billings. For further information contact Paul Tweden at (406) 252-2578.

May 27 & 28 – Spotted Bear & Benchmark Work Sessions.

June 6-7 – B-17 Fly the Fortress “Keep IT Flying” Tour. Billings Logan International Airport. Visit www.b17.org for a complete schedule.

June 8-10 – MAAA Montana Air Tour. Fly Idaho. Contact Neil or Karen Salmi (406) 266-5400.

June 10 – Lewistown Air Show, 7:00 a.m. – 12:00 p.m., Pancake Breakfast, Experimental Aircraft and Young Eagle rides, Antique Aircraft and Cars. For further information phone Jerry Moline, (406) 350-3264.

June 17-18 – Father’s Day Fly-In. Twin Bridges airport. For further information contact Kendra Horn (406) 684-5335 or email Kendra@rubyvalleyaviation.com.

June 24 – North Central Hangar Fly-In, Breakfast and Toy Show, Havre. For further information phone Darren (406) 390-1255 or Bob (406) 265-7394.

June 24 & 25 – Meadow Creek Work Session.

July 4 – Townsend Flight Festival and Brunch. 8:00 a.m. – 12:00 p.m. Contact Neil or Karen Salmi (406) 266-5400.

July 8 - Del Bonita Work Session.

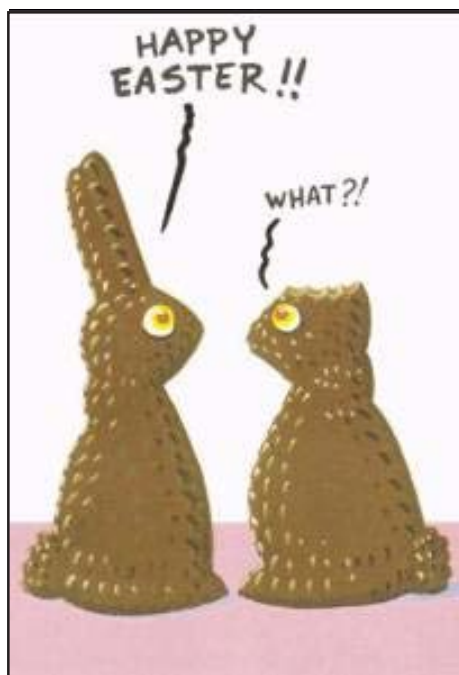
July 14-16 – Schafer Meadows Work Session.

July 14-16 – Staggerwing Fly-In, Seeley Lake (23S). BBQ Saturday evening July 15 and Pancake Breakfast Sunday morning July 16.

August 3-5 – Montana Antique Airplane Association Three Forks Fly-In. For further information contact Steve or Cindy Kleimer at (406) 586-2307 or sckleimer@aol.com.

August 10-14 – Family Fly-In 2006, McCall Airport, McCall, Idaho.

September 9 – Dillon Aviation Day. For further information phone Jean Devivo at (406) 683-5242.



The Eureka Airport Digiwx weather system is up and running. Dial up number: (406) 889-3366. Two mic clicks will activate the broadcast over UNICOM frequency. Internet service is still in the works.

A new aviation website for the GA community in Missoula and surrounding areas can be found at www.flymissoula.com. Although in Missoula they are open to anyone in Montana, or the Northwest. They also feature an aviation discussion forum. For more information phone Chris Hart at (406) 381-1645.



1967 Cessna T-41B. TTAF 9677 hours. Continental IO360-D21 Engine, 210 HP, 1354 hours TTSFRM. IFR approved, current transponder and altimeter static check. Annual completed 4/06. 100-hour inspections performed as

part of Aeronautics standard operating policy. **Radios:** dual KX-155A nav/com, KI-209 and KI-208 indicators, Bendix/ King KR-87 ADF System, Bendix/King KMA-24 Audio/Marker, Bendix/King KLN-35A VFR GPS, Bendix/King KT-78A Transponder with mode C, Bendix/King KN64 DME, Sigtronics SPA-400 two place intercom system. Seats re-upholstered in 1998. State owned. For further information go to <http://gsd.mt.gov/osbs/Results.asp?AgencyID=TRANS1>. For bid and inspection information contact Ken or Mike at (406) 444-2506.

A Fun Filled Exhibit Hall...



Avmax Montana Inc.



Cross Petroleum Service



MDT - Aeronautics Division



West Air



NOAA - National Weather Service



Aerotronics Inc.



Colorado Classic Aircraft



Robert Peccia & Associates



High Tech Filters/Facet Filters



Omaha Airplane Supply



Civil Air Patrol



Silver State Helicopters



AOPA



Angel Flight West



*City Service Valcon/
Phillips 66 Aviation*



Aviall Services, Inc.



Morrison-Maierle, Inc.



Aerospace Products Intl'



Mountain Air Insurance Services

= A Fun Filled Conference!



Butch & Ben Ryan were honored at the Thursday luncheon for their generous donation – a beautiful airstrip near West Glacier.



Debbie Alke was thrilled to receive the NBAA “Silk Scarf Award”. Pictured (l-r) Lisa Piccioni, Debbie Alke & Paul Smith.



Bob Van Meter the “Outstanding Aviation Educator of the Year” receives his much deserved award from Jeanne MacPherson.



Montana Pilot Association President, Joe Roberts (center) presented awards to (l-r) Mike Korn, Charles Fligel, Leanna Taylor and Chuck Manning.



Montana Antique Airplane Association President Bud Hall presented MAAA awards. Pictured are (l-r) Steve and Cindy Kleimer, Dillon Martini, Bud Hall, Zola Hamm and Jamie Wierda.



“Airport of the Year” Helena Regional Airport – pictured are Jim Cottrill, Airport Commissioner, Debbie Alke and Ron Mercer, Airport Director.



Pat Bass (l) and Marilyn Lewis enjoyed all the conference had to offer.



Always on hand to partake in conference activities are Marilyn Hollister, Tuck Barrett and Bob Hollister.



Thursday evening Ed Croymans of City Service Valcon/Phillips 66 Aviation hosted the activities in the Exhibit hall and presented awards to exhibitors who have attend the conference 10+ years.



Jack Morgenstern and Frank Bass visited with Saturday’s banquet speaker Erik Lindbergh after Erik’s superb presentation.

Administrator's Column continued....

the trust fund providing the revenues necessary for true modernization and infrastructure growth in our system?" asked Senator Burns. Those testifying were The Honorable Marion C. Blakey, Administrator, Federal Aviation Administration (FAA); Mr. Todd J. Zinser, Acting Inspector General, U.S. Department of Transportation (DOT); and Mr. Gerald Dillingham, Director of Civil Aviation Issues, Government Accountability Office (GAO). Written testimony can be viewed at <http://www.commerce.senate.gov/hearings/witnesslist.cfm?id=1755>. Senate Commerce Chairman Ted Stevens also complained about proposed cuts or zero funding for rural air programs in Alaska and other states, many of which customarily do not receive funding requests by the administration because they are earmarked by Congress. But Stevens said heightened congressional attention on reducing earmarks would make it "near impossible" this year. "We're going to have to get a budget amendment so these are not earmarks," Stevens said. "It's a distressing situation to me." Sen. Frank Lautenberg questioned whether FAA would hire enough air traffic controllers to replace those who are expected to retire soon and whether FAA would propose a general aviation user fee to increase revenue. In what has become a customary response from agency heads this year, FAA Administrator Marion Blakey told the subcommittee, "It's a very, very tight budget environment." The Bush administration is completing a financing plan for FAA that will be included in a larger reauthorization package that will be sent to Congress this spring. Blakey declined to offer details. The goal is to find a "funding mechanism that is reliable and consistent," she said, because "our revenue simply can't keep up" with aviation needs. This lack of funding certainly places "substantial uncertainty into our planning process," Blakey said. GAO also is working on an analysis of potential funding options and cost savings that will be presented to Congress in the coming months. Revenue going to federal aviation programs has gone down 77 percent since 2001 partly because of a drop in passengers after the Sept. 11, 2001, terrorist attacks and an abundance of low-fare carriers. A main source of this revenue is a 7.5 percent tax on commercial airline tickets. As discussions begin to heat up, stay tuned.....

Each One, Teach One

Each one, teach one was the theme for this year's student activities another part of challenge education with aviation presented by the Department of Transportation Aeronautics Division.

The teachers participating in the aviation teacher workshop put their new aviation teaching skills to work by preparing eight aviation activity stations for the 6th grade students from Montana City Elementary School. Each student had the opportunity to experiment, design, and fly some of the world's best airfoils and had a chance to fly the FAA's flight simulator.

Another highlight for the students were fresh baked airplane cookies, donated to the class by the cookie chefs, Jeanie Ferguson, Joan Drennon, Rose Marie Vetter, Marilyn Lewis and Karen Salmi. Thank you!



Photos by Dave Scclair, GA News

In Memory

Carl Christopher Cotton and Kyle Robert Kemmet, passed away Saturday, March 18, 2006, as a result of injuries incurred in an airplane crash near Butte.

Carl was born October 10, 1968, in Tacoma, WA, to Charlie and Karin (Krutish) Cotton. Carl grew up in Issaquah, WA and married Deborah Cleveland on July 17, 1992, in Bellevue, WA.

He became a pilot for Ameriflight in 2001. Carl and Deborah moved to Helena in 2002 for his job and stayed because he fell in love with the Helena area. Carl's love for flying started as a young boy, and he earned his private pilot license at the age of 17. His passion was also his family and children.

Carl is survived by his wife, Deborah J. Cotton and children, Andrew Cotton, Lauren and Madeline Cotton of Helena; brother, Curt Cotton of Issaquah and father, Charles Cotton of Graham, WA.

Kyle was born September 25, 1982, at Ellsworth AFB, S.D., to Nancy Marie Joles and Alvin R. Kemmet, Jr. Kyle lived a full life, accomplishing so many things that many only dream of. He loved anything to do with flying and it was in his blood at an early age. Kyle started glider lessons at age 15, further confirming what he wanted to do for the rest of his life. After taking private pilot lessons, he soloed at age 16, received his private pilot's license at age 17 and continued progressing to receive other ratings to include his Certified Flight Instructor rating where he instructed at several airports.

Upon graduation Kyle went to work for Skyway Airlines as a First Officer for one year before transferring to Comair. Most recently he had accepted a position with Ameriflight flying cargo.

Kyle is survived by his mom, Nancy and brother Ryan of Niceville, FL, his dad, Al Kemmet, Jr.; step-mother, April; and stepbrother, Dale Crews of Cheyenne, WY; stepbrother, Blake Crews of Dothan, AL; stepsister Whitney Crews of Enterprise, AL; maternal grandparents, Robert and Linda Joles of Hixson, TN; paternal grandparents, Rosella Kemmet of Enterprise, AL, and Al Kemmet of New Port Richey, FL; step grandmother, Nona Glasgow of Enterprise, AL; numerous uncles, aunts, cousins, nieces and nephews. He is also survived by his girlfriend of five years, Molly Krajicek and her parents, Dick and Jan of Gretna, NE; and numerous friends and cohorts in the flying industry.

Our heartfelt sympathy to the Cotton & Kemmet families.

Backcountry Airstrip Protection Introduced

Republican Congressman Denny Rehberg of Montana, an AOPA member, has joined as a sponsor of a bill to protect backcountry airstrips. The legislation was introduced in the House last month by Rep. C.L. "Butch" Otter (R-Idaho) and co-sponsors Rep. Michael Simpson (R-Idaho), Rep. Jeff Flake (R-Ariz.), and Rep. Doc Hastings (R-Wash.). AOPA's Legislative Affairs staff worked closely with the congressmen and their staffs to help move the bill forward.

This bill closely parallels legislation introduced in the Senate in January. It would prevent the U.S. Interior and Agriculture departments from permanently closing or rendering unserviceable backcountry airstrips without first consulting with the appropriate state aviation departments that would be impacted by the decision.

"Rural landing strips are a part of life in the West," Rehberg said. "Western states rely on these landing strips for everything from essential services such as firefighting to recreational purposes.

"Too often, these airstrips are targeted for closure by the federal government or environmental groups. This bill puts the control of rural airstrips in the hands of the states and towns that need them most."

The bill also directs the secretaries of Agriculture and Interior to adopt a nationwide policy governing general aviation on federal lands, while also consulting with state aviation officials to ensure the airstrips are appropriately maintained.

AOPA has lobbied Congress for years to protect airstrips in remote areas because they not only allow public access to public lands, but are critical to managing and protecting those national treasures.

In 1998, for example, AOPA President Phil Boyer went before a House of Representatives committee to remind Congress that it has always encouraged public access to wilderness areas, including access by aircraft.

Since then, there have been numerous attempts to write that access assurance into law, but except for some measures attached to funding legislation (which expires), no permanent solution has yet to clear both houses of Congress.



Renewal Seminar Another Success

Another successful IA renewal seminar has come and gone. This year's seminar was very well attended by mechanics from all over the state of Montana and some from as far away as Wyoming and Idaho. The seminar consisted of 14 hours of approved training by representatives from all types of aviation industries. Along with this training the inspectors and staff from the local FAA FSDO office were present, monitoring each class for attendance and completing the IA renewal application paper work. The classes were very well attended with up to 85 mechanics. Next years seminar will be in Missoula, hope to see you there.



*Tim Morland,
Engine Components Incorporated was a
featured speaker
at the renewal
seminar.*



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